GRUMMAN
plane news

Vol. 42, No. 10, May 27, 1983. Bethpage, N.Y. 11714

Mohawk: Army's battlefield scout - pg. 4

people

The gang's here

The annual veterans of Iran Program picnic will be held on July 23 (rain date — July 24) from 10 a.m. until 5 p.m. at Great River's (Plant 43) picnic grounds. The $5 per person fee for adults ($3 for kids 6-12) buys hamburgers, hot dogs, soda, beer, salads and lamb kabob. No tickets will be sold at the gate. Contact your plant ticket rep or call Jane Kingsley, Ext. 7427 in Bethpage, for tickets and information.

Family of the year

For the Long Island teen whose home is nowhere, the Lundgren home is somewhere special.

Grumman materials engineer John Lundgren, his wife Gail and their children John Jr., Laurie, Lisa and Melanie, have been giving shelter to teenage girls whose own families have turned them away (there's just no room in John Jr's. room for another boy). The teenagers are sent to the Lundgren home and a number of others in the Town of Babylon by an agency called Project SAFE (Services After Family Emergencies).

While Project SAFE's social workers are trying to bring the teenagers and their families back together, the Lundgrens offer the kids a safe place to live — a happy home with a loving family — if only for a few days.

"It gives them an alternative to going on the street and getting into more trouble," says John.

From the moment a girl walks through the door, Gail and John treat her like one of the family. Instead of being in an atmosphere of anger, she is met with compassion, given a sympathetic ear and surrounded by an atmosphere of peace.

And, like the Lundgren children, she gets responsibilities. "They're told right up front they're subject to all the rules our children abide by. And they abide by them. They seem to appreciate being treated like the rest of the family."

In fact, John has come to believe that, "Maybe for the first time in their lives they really had limits established for them, which they needed."

He has met so many kids with so many problems. Is there any advice he could give to other parents?

"This sounds corny, but it all boils down to being able to communicate with your children, listening to what they have to say. We give them far less credit than they really deserve."

John gives lots of credit to his own kids. They were the reason, he says, that his family was named Town of Babylon Family of the Year in 1982. "Without their whole-hearted support, there was no way we could do this."

Family affair. *The Lundgrens (L to R) Laurie, Melanie, Gail, John, John Jr. and Lisa, with her son P.J., were Babylon, Long Island, Family of the Year in 1982. Pet Sasha had a paw in the honor, too.*

New assignments

The following appointments have been announced:

Calverton Operations: William Trillo was named Plant 6 manager, in addition to his present assignment as Calverton deputy general manager - Production Operations; John Trahnstrom, project leader, Propulsion System Test facility; Frank Filipo, group leader, A-6E Avionics.

Engineering: Rudolph Meyer, principal engineer, Flight Sciences; Melvin Schreiber, group leader, Thermodynamics - A-6; Donald Stone, engineering specialist, Passive Detection; Erwin Grill, project engineer, A-6E System/Avionics; Glen Wennagel, program manager - Vehicle Engineering, Computer-Aided Engineering Systems; Charles Kusche, vehicle project engineer, A-6 STOL; Robert Wellner, section head, Software Requirements, Analysis and Validation; Claude Stephenson, group head, System Safety; Mario Obertis, operations project engineer, EF-111; Lawrence Kipnis, project engineer, A-4 Avionics; Frank Perazzo, group head, Subsystem Reliability; Robert Bullis, project engineer, Advanced Energy Programs; the following were named task leaders in Engineering Prod uct Technology Development: Howard Sherman, Crew Station; Vincent Devino, Crew Station; Bernard Rachowitz, Computer-Aided Engineering - Systems Engineering; Harry Armen, Structural Analysis/Advanced Materials; Gerald Gable, Systems/Avionics/Software; Vincent Volpe, Survivability/Vulnerability; Gianchino DaForno, Integrated Aircraft; Joseph Melynis, Integrated Aircraft; Al Nathan, Special Technology; Robert Bullis, Special Technology.

calendar

AIAA: Wed., June 8, Polytech Institute of N.Y., Farmingdale, 5:15 p.m. Guest speaker will be Michael Ciminera, director of Advanced Systems Technology, Grumman Aerospace. Guests welcome. V. Baglio, 752-6228

ASHRAE: Sat., June 11, Garden City Hotel, Garden City, 8:30 p.m. Installation of Officers Dinner Dance. Guests welcome, reservations only. A. Rubenstein, Ext. 0725

C.B.I. Vets Association: Tues., May 31, Recreation bldg., 5 p.m. Guest speaker will be Kurt Rosenbaum, C.B.I.V.A. Officer. Guests welcome. R. Fong, Ext. 2484/W. Pytlowany, Ext. 3926

Coin Club: (Bethpage) Wed., June 8, Plant 25 vendor conference rooms, 12:05 p.m. Informal lunchtime meeting. Grumman employees welcome. K. Hale, Ext. 1825

GACE Flying Club: Mon., June 20, Cosmopolitan, Republic Airport, 5:15 p.m. Monthly membership meeting. Guest speaker will be Allen Dorwin, F.A.A.-G.A.D.O. Office. Guests welcome. R. Reisch, Ext. 4847

French Club: Tues., June 14, 108 N. Windhorst Drive, Bethpage, 5:30 p.m. Discussion on acquisition of French film presentation. Guests welcome. M. Mirpuri, Ext. 3895

Motorcycle Club: Wed., June 15, Recreation bldg., 5 p.m. Regular monthly meeting. Guests welcome. B. Coutieri, Ext. 4828

N.Y.S.S.P.E. Suffolk County Chapter: Fri., June 10 and Sat., June 11, Sheraton Smithtown Hotel, Smithtown, 8:30 a.m. 1983 annual state meeting, seminar programs. Guests welcome. W. Lipman, Ext. 2595

Scuba Divers Club: Wed., June 8, Fox Hunt, Bethpage, 8 p.m. Guests welcome. P. Craig, Ext. 8840

Ski Club: Tues., June 14 and Tues., July 5, Tiki Lounge, North Babylon, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Society of Logistics Engineers: Tues., June 7, Adelphi University, Ruth S. Harley Center, 8 a.m. 7th Annual Logistics Symposium. Guest speaker will be Dr. A. J. DiMascio — Corporate Management Consultant. Guests welcome. D. Augustine, Ext. 6169

Tennis Club: Wed., June 15, Recreation bldg., 5 p.m. A film will be shown "Strategy and Tactics". Guests welcome. H. Frauenberger, Ext. 9587

Theater Guild: Tues., June 7, Kenny's Cafe, Bethpage, 5:30 p.m. New members welcome. D. Rosenberg, Ext. 1943

Toastmasters Club: every Wednesday, Plant 30, First floor conference room, Pole E3, 5-7 p.m. Grumman employees only. A. King, Ext. 6779

Personals

My family and I wish to thank our many friends at Grumman for their kindness concerning the loss of my father. Don Schiegel

I would like to extend my thanks and appreciation to all my fellow Grummanites who showed their concern and kindness during my recent recovery from surgery. Ralph Straub

To all his friends and co-workers of the Grumman family who expressed so many kind thoughts and sympathy at Curt's death my sincere thanks. You all made the final months of his life a little better by caring so much. Martha Abraham

With sincere appreciation we wish to thank our friends and co-workers at Grumman for their warm expressions of sympathy and support during the recent loss of my mother. Dan Gray and Family

It was most thoughtful and generous of you to think of us in the most trying period of our lives. As we attempt to get on with our lives, knowing people like you exist, will give us the strength to carry on despite the void left by losing our son Sean. God Bless You. Carol and Gilbert Alves

I would like to thank my many friends at Grumman for their kindness during the recent loss of my mother. Mort Husted

My family and I wish to express our deepest gratitude to all our friends for their support during the recent loss of my father. Your expressions of sympathy and kindness are deeply appreciated and will always be remembered. Ray Stein

I would like to thank my friends and co-workers for their concern and well wishes during my recent recuperation from surgery. Your thoughtfulness will always be remembered and appreciated. Stanley Lane

Plane News halts ad publication

Plane News is ceasing publication of its ad supplement immediately. Although the ad supplement has been useful to Grummanites over the years, it is no longer timely; there are alternate, inexpensive methods to dispose of items for sale.

Long, long waiting list

Plane News is not geared to print the hundreds of ads it receives each week. Even with a weekly format, the waiting period for a classified ad to be printed sometimes approaches six to seven weeks. Publishing the supplement more often, or making it larger than it is now, is not economically feasible.

Because carpools/ride wanted requests are related to work, these items will be included in the regular issues of *Plane News*.

There are better ways

Those people who wish to sell items have a variety of other opportunities to reach the Long Island market. Newsday will take your ad right over the phone and bill you at home. Fees range according to word count. Your local Pennysaver is another ideal way to offer your used car for public sale. In addition, your local town newspaper is always looking for advertisers in its classified section.

Another way to advertise is by posting on the Grumman bulletin boards. They are filled with special bargains for Grummanites . . . . . from renting a fellow Grummanite's summer cottage in the Poconos to a hot deal on an only-driven-on-Sunday Corvette.

We regret this action may cause some of you an inconvenience, but it is necessary to make better use of Grumman's available resources.

Bradshaw elected corp. vice president

Bob Bradshaw, secretary of Grumman Corporation, has been elected a vice president of the parent corporation.

Corporate secretary since 1974, he is responsible for policy direction of all personnel administration activities at Grumman.

Bob Bradshaw

Bradshaw joined Grumman in 1953 as a manufacturing engineer. From 1960 to 1973, he held various managerial positions as director of Personnel, director of Administration and director of Corporate Services for Grumman Aerospace. In April 1973, he transferred to Grumman Corporation as assistant secretary and director of Personnel.

He received his mechanical engineering degree from Stevens Institute of Technology in 1950 and served two years in the U.S. Army from 1950-52. Bradshaw has completed the Program for Management Development at the Harvard University Graduate School of Business Administration.

Professionally

A member of the Personnel Round Table, the vice president is the current chairman of the Industrial Relations Committee of the Aerospace Industries Association.

Company ups its EIP match to 92 percent

Grumman is increasing its contributions to the Employee Investment Plan from 75 percent to an all-time high of 92 percent for the upcoming third quarter of 1983.

From July 1 to September 30, for each dollar an EIP investor contributes to the plan (up to four percent of a member's annual base pay), the company will contribute 92 cents.

This new record-high company match was derived from using the return-on-investment formula initiated in January 1977, reports Bob Bradshaw, Grumman Corporation vice president and secretary.

"The company began 'floating' its matching contribution between 50 and 100 percent in 1977 based upon its financial performance during the preceding four quarters," says Bradshaw.

From January 1977 through May 1979, the company match ranged from 50 to 61 percent. Then, in June 1979, it was arbitrarily raised to 65 percent to reflect the financial performance of its largest subsidiary, Grumman Aerospace.

In January 1982, the company again boosted its match arbitrarily, this time to 75 percent. It has remained at 75 percent until now.

"Previously, when we used the formula, the company match figure always came up lower than the arbitrary match we set," says Bradshaw. "But, this time the formula came up with the record-breaking 92 percent match." This third quarter match is based upon the company's performance in the last three quarters of 1982 and the first quarter of 1983.

When Grumman began the Investment Plan in June 1965, the company contribution was 25 percent. That match rose in June 1974 to 50 percent.

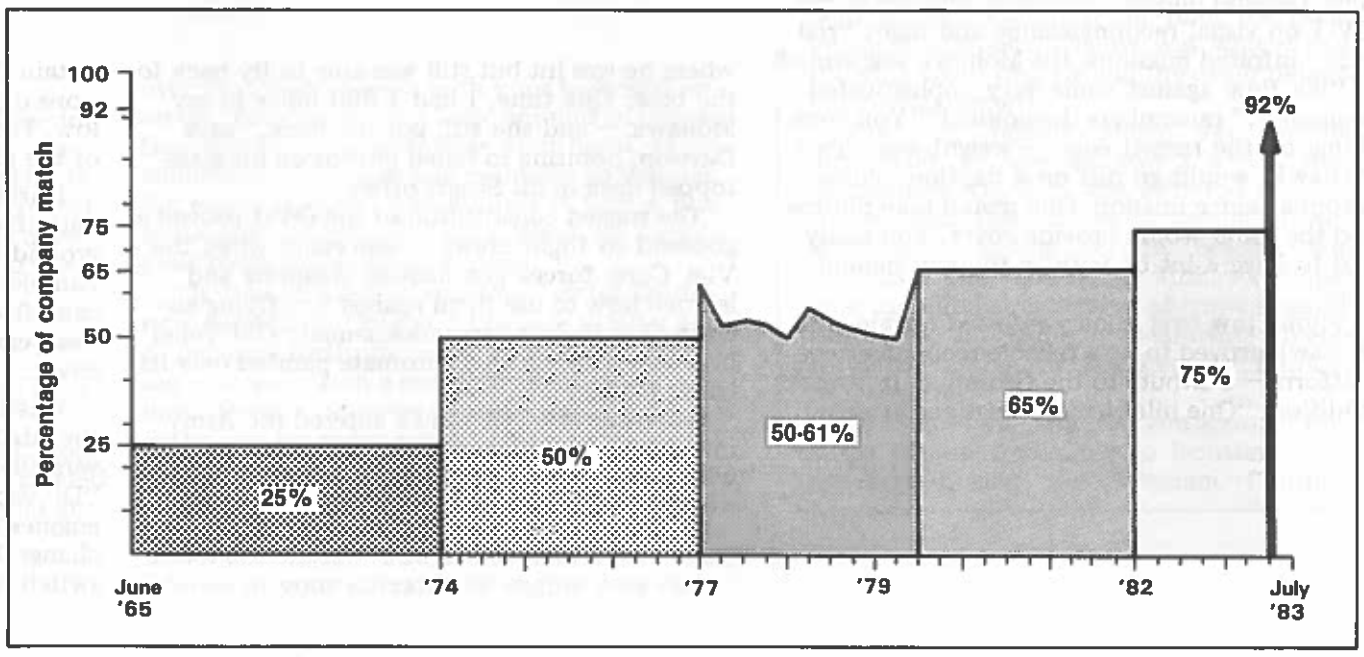
GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

Editor
Kathy Housley Ext. 3293

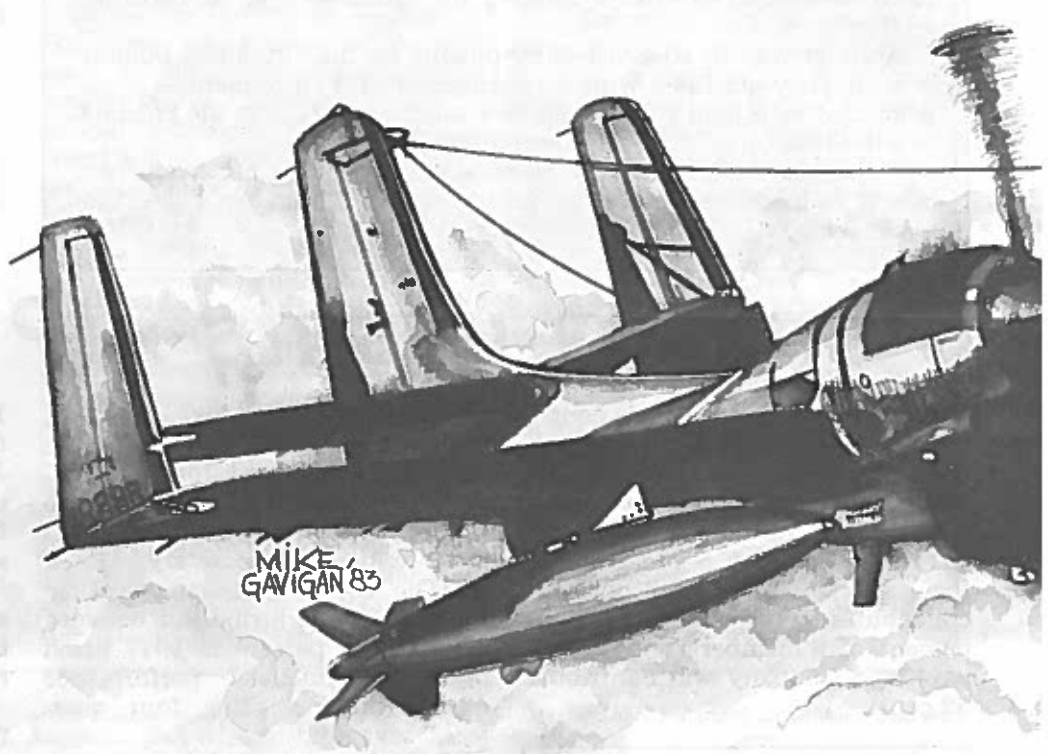
Associate Editor
John Vosilla Ext. 5118

Editorial Assistant
Clare Byrne Ext. 8999



MOH

Packed with the late technology, the Gru to serve Army battl well into the Ninetie



Strong, powerful and ugly, the Grumman OV-1 Mohawk is one tough bird. Overshadowed by today's sleek surveillance jets and all-seeing satellites, this versatile aircraft continues to serve as the backbone of the Army's battlefield surveillance force. Hot-stuff for a twin turboprop plane designed in the late Fifties.

The Mohawk's longevity is attributed to its rugged Grumman Ironworks airframe and its adaptability to change. Packed with the latest sophisticated radar and infra-red systems, the OV-1 is on line to serve battlefield commanders through the mid-Nineties.

From 1960 to 1970, Grumman built 380 Mohawks; 153 are still in active service. The three earlier versions of the OV-1 family were: the OV-1A with its fuselage mounted camera; the "B" version with its sidelooking airborne radar (SLAR); and the "C" version with its infra-red (IR) sensors. The updated OV-1D features interchangeable IR and SLAR pods, new flight and navigation systems and a panoramic camera.

Welcome to Mohawk country

Since 1973, Grumman has been overhauling and converting older Mohawks to the latest OV-1D configuration at Stuart Operations in Florida. To date, the Stuart team has overhauled 96 Mohawks and installed new equipment on another 40.

The Grumman Mohawk team has a lot of pride and confidence in its bug-eyed surveillance plane. These Grummanites have seen their Mohawks return from the Vietnam Conflict riddled with battle scars, and they've built a strong relationship with the men who fly the OV-1. Scores of Army pilots visit the Stuart facility to ferry older Mohawks for induction into the Stuart overhaul line and to pick up "brand new" OV-1 aircraft.

"Because there are not that many Mohawks in the Army inventory, the Mohawk is a family community," says Colonel Max Davison, Commander of Defense Contracts Administrative Services (DCAS) at Stuart. "Everybody gets a chance to know each other. It's a fraternity."

Major Dick Wolfe of the Oregon National Guard who's at Stuart to pick up an overhauled OV-1D, adds, "There is an unbelievable esprit de corps involving the Army Mohawk community, Grumman and its many subcontractors."

Test of fire

Both Col. Davison and Maj. Wolfe flew Grumman Mohawks during the Vietnam Conflict. Davison piloted the earlier versions of the OV-1 on visual reconnaissance and night "red haze" infrared missions. His Mohawk was armed.

"We flew against some very sophisticated weaponry," remembers the colonel. "You were flying on the ragged edge — weight-wise. Two Mohawks would go out on a daytime photo reconnaissance mission. One would take photos and the other would provide cover. You really had to have a lot of faith in the guy behind you."

Flying low over enemy-infested terrain, the Mohawk proved to be a reliable reconnaissance platform — a tribute to the Grumman Ironworks tradition. "One pilot had 19 missions in a row where he was hit but still was able to fly back to the base. One time, I had 1,300 holes in my Mohawk — and she still got me back," says Davison, pointing to faded photos on his glass-topped desk in his Stuart office.

The rugged constitution of the OV-1 proved a godsend to flight crews — especially when the Viet Cong forces got heavier weapons and learned how to use them against low-flying aircraft. One Mohawk was nicknamed "Old Yeller" because of all the zinc chromate painted over its battle scars.

When the OV-1Bs and Cs entered the Army inventory, battlefield commanders were supplied with better information than ever before. In any weather — day or night — the Mohawks could obtain details of enemy movement and positions on continuous film strip of the terrain below. The SLAR system could look right or left of the plane's path or scan both sides at once.

During "Red Haze" infra-red missions, the battlefield commanders got a picture of the ground directly under the plane's flight path, complete with heat traces of truck engines, campfires and other activities hidden by darkness, camouflage or the natural, dense jungle cover.

When the OV-1D version joined the Army in the late Sixties, Army commanders had the most versatile of all Mohawks at their disposal. The "D" version featured more powerful T53-701 engines and improved avionics, and its interchangeable mission pallets made it possible to switch the aircraft from IR to SLAR configura-

AWK

st in surveillance
ıman OV-1 is slated
field commanders
;.

tion in about an hour.

The other American services also used the information gathered by the Mohawk. The Air Force used precision targeting data from OV-1s to direct B-52 strikes. The Navy's coastal patrol forces were directed to infiltration points detected by Mohawk radar and the Marines used the OV-1's night reconnaissance data.

'A fine tooth comb'

Maj. Wolfe describes what it was like to fly a solo IR night mission:

"Usually four hours before your flight, you check the board and get the tail number. Briefed by intelligence about air defense, etc., you go over the entire mission with your technical observer. You had to do a large amount of preparation. You literally memorize your flight, so you could close your eyes and mentally go through the entire mission. You go over it with a fine tooth comb. Then you take a break, go back to your room and stare at the wall.

"It was an exciting mission," states Wolfe, now a sheriff in Oregon. "I believe it takes a lot of personal fortitude — and a lot of soul searching — to go out on a reconnaissance mission alone. There is no cover. You fly at low altitudes — too low for radio contact. If there's a problem, good-bye.

"It was a challenge to find your target and get back to intelligence with the information," continues the major. "You had to have a lot of confidence in your aircraft. An engine goes out, there are holes in the wing, but you still get back alive."

The Grumman Mohawk also proved that it was able to live with the troops at forward bases. The rugged triple-tail plane only needs a 900 ft. runway to take off over a 50 foot obstacle. It can stop in just 300 feet. But it is its high maneuverability that draws high marks from the men who fly it.

"It is a super plane to fly," says Wolfe. "At low levels, it is extremely maneuverable. In Vietnam, you would dip down through the clouds into valleys. You'd fly below the hills and follow the streams. Plenty of times, you'd find yourself flying into canyons, but you knew what the Mohawk could do. You can turn that plane around in a quarter of a mile radius.

The line starts here

"When we got two new Super C Mohawks with more powerful engines and a wider wing span, the guys used to line up to fly them," says Wolfe. "Today, there is not only a great feeling of confidence in the Mohawk community of what the OV-1 can do, but it's a challenging reward to fly that plane. It's one fantastic mission," states Wolfe.

(What does the future hold for Grummanites and their Mohawk? Read the next issue of Plane News on Friday, June 10.)

Get the picture

What is the enemy doing "over the next hill"? Ever since military balloonists took to the skies to sneak a peak at enemy activities behind the lines, battlefield commanders have valued aerial reconnaissance.

The Grumman Mohawk has served Army commanders for over two decades.

With the OV-1A, frontline commanders got a photographic view of enemy positions, territory, and activities. This early version of the Mohawk carried a single camera in its fuselage that could take pictures vertically or tilt 15 or 30 degrees to either side. When the Mohawk got back to the airbase, Army intelligence community had the film developed.

With the advent of the OV-1B, even more information could be gathered. This Mohawk's side looking airborne radar (SLAR) could look through foliage and map terrain. Captured on film, the radar image of the earth below was split — one showing fixed objects and the other detecting moving targets.

The "C" version added yet another dimension to the Mohawk's surveillance capabilities. On film, the infra-red imagery system was able to detect thermal (heat) differences among terrain objects and vehicles. The all-seeing Mohawk could pick up telltale heat traces of truck engines, campfires, and other heat-emitting objects formerly hidden by darkness, camouflage or tree cover.

The Mohawk and its continuous film strips proved invaluable to frontline commanders during the Vietnam Conflict.

S. Orme

R. Hoene

H. Ulmer

G. Ulrich Jr.

C. Randazzo

D. Ramsay

D. Sellers

S. Burns

E. Magee

service milestones

40

Joseph P. Hegel, Field Ops Servs. (5)

35

Henry Ruppenthal, Prototype (1)
William D. Post, Sub-Assy. Major (2)
Lawrence Fontana, Prod. Supervision (2)
Salvatore F. Comitino, Prod. Supervision (2)
Fred F. Vitale, Invent. Cntrl. (5)
Henry B. Suydam, Adv. Aircraft Sys. (5)
Arthur H. Bellion, Mach. Shop (6)
Ralph J. Cirone, Structures (7)
Alexander Loiko, Trans-Ops. (20)

30

John C. Geiger, Invent. Plan & Analysis (30)
Paul J. Holm, Invent. Plan & Analysis (30)
Harold A. Kirvin, Air Frame Sys. (267)
Lawrence S. Smith, Convent. Mach. (3)
Gerard R. McClorey, Prog. Eng. Managers M/S (9)
Thaddeus A. Lombarski, Maint-Rearrangement (12)
Anthony Gorski, Maint-Rearrangement (12)
John O. Alvar, Mot. Prog. (28)
Doris Anderson, Invent. Plan & Analysis (30)
Richard T. Seidler, ILS Auto Circuit Anal. (40)
Emil J. Mikula, Veh. Des. Proj. Mgt. (40)
Carmen G. Barbato, Prog. Plnng. Cntrl & Budg. (40)
Frederick T. Main Jr., Technology (66)
Robert E. Mergendahl, Prototype/Det. Parts (77)

25

Stanley G. Orme, Small Parts Fab. (2)
Raymond Hoene, Mfg. Status (2)
Herman Ulmer, Maint-Facil. Equip. & Gen. (2)
George Ulrich Jr., Spotweld (3)
Charles J. Randazzo, Assemblies (5)
David J. Ramsay, Avionics Test (5)
Doris M. Sellers, Management & Staff (5)
Paul T. Bell, Environ, Cntrol Des. (5)
Stanley B. Burns, Est. Tech. (5)
Edward W. Magee, Plant Protection (6)
Alfred C. Norris, Assy. Methods & Plnng. (6)
Paul C. Sachse, Matl. Ops. (8)
Francis D. Bonino, Config. Data Mgmt. (9)
Marion J. Opfer, Corp. Security (18)
Eugene N. Opinante, ILS Commod. Cntrl. (25)
Lawrence J. Hahn, Safety & Maintainability (25)
Charles H. Cohen, Electro-Mech. Lines (35)
Charles H. Rohrs, Land Gear Carrier Suit AB/AR (35)
Richard H. Melchers, ILS Commod. Cntrl. (40)
Arnold Bruno, Environ. Cntrl. Des. (40)
Wilfrid R. Howell, Projects Plnng. (40)
Joseph A. Metro, Specifications (40)
Charles E. Martin, ILS Ops Support (43)
Ralph H. Aponte, Gro. Ops M/S (43)
Henry M. Canle, Cont. Main SVC (268)
Joel H. Taft, ILS Mech. Equip. Eng. (283)

20

Walter E. Kozikowski, Fuse FWD Sub & Major (1)
Edward R. Busse, Join & Mid. Mod Install (1)
Leonard C. Farber, Invent. Cntrl. (1)
Henry T. Truppner, PPO-F-14 (1)
Robert S. Gerard Jr., Fluid Pwr/Pyrotech. (1)
George N. Sprague, Reliability (1)
Anthony P. Coretti, Safety & Maintainability (1)
Raymond T. Nannery, Projects Plnng. (1)
Jefferson Coleman, Pride Line (2)
Hercules Sims Jr., Wing Inner Panel & Combo (2)
James A. Greenleaf, E. B. Weld Prod. (2)
Eric J. Pitfick, Mfg. Estimates Adv. Prj. (2)
Robert P. Bergeman, DP Plg. Proj. Reps. (2)
Allen Adler, DP Plg. Proj. Reps. (2)
Anthony D. Petrino, Form Block (2)
Joseph E. Morelli, Jig Details & Sub-Assy. (2)
John W. Doyle, Maint. Wast Dispos. & Grond. (2)
Vincent D. Holder, Bethpage R. C. M/S (2)
Clinton F. Brunner, Press (3)
John A. Gigliati, Press (3)
James A. Gary, Convent. Mach. (3)
Richard J. Brown, Assemblies (3)
Frank J. Schroeder, Honeycomb Prep. (3)
Edward L. Betz, Q. C. Insp-Mech. (3)
William E. Dement Jr., Flt. Ops. (4)
Donald J. Smith, Flt. Avionics (4)
James P. Carey, Flt. Avionics (4)
William F. Merkle Jr., Flt. Avionics (4)
Robert Rathje, Flt. Avionics (4)
Charles E. Beck, Sys. Test/Flt. Integ. (4)
John H. Walker, Final Assy. (5)
Mary F. Anesta, Supp. Equip. Prod. (5)
Eugene A. DiSernia, Model Shop (5)
Douglas W. Sedgley, Fluid Sys. (5)
Gerald R. Stoodley, Computer Tech. Devel. (5)
Thomas J. Kennedy Jr., Fin. Ops. (5)
Nicholas H. Obreiter, Fin. Ops. (5)
Raymond F. Wittemann, A6/EA6B AFC Incorp-DA (6)
James E. Cooper, A6/EA6B Join/STR UPD-DA (6)
Leroy Brown, Repair Cntrl (6)
Kenneth E. Newlin, Quality Eng. (6)
Rudolph W. Werns, Elect. Fab. (7)
Franklyn B. Brunskill, Maint. Controller (7)
Paul B. Larrabee, Maint. Controller (7)
Bruce G. Maurice, Airport Ops. (7)
Alexander S. Rogozinski, Airport Ops. (7)

C. Martin

R. Aponte

Gerald P. Gibbons, Air Traffic & Radio Comm. (7)
Donald H. Weinhardt, Flt. Avionics (8)
William G. Vreeland II, Matl. Mgt. M/S (9)
Armand L. DeAngelis, Proj. Mgmt. (9)
Daniel V. Tauriello, Plastic/Plaster Tool. (11)
Bernard H. Kurz, Elect. Test (14)
Frederick W. Krause Jr., Maint-Rearrangement (14)
Michael J. Solan, Guid & Cont. Sys. Integ. (14)
John M. Arleth II, Lab Mgmt & Tech. (14)
Clifford H. Locke, ILS Tech. Writ. (15)
Kenneth A. Kretschman, ILS Tech. Writ. (15)
Milton O. Gleit, Ils Tech. Writ. (15)
Frederick J. Hartmann, ILS Tech. Writ. (15)
Donald J. Desroches, ILS Tech. Writ. (15)
David D. Kettell, Trans-Ops. (20)
Richard S. Klarewicz, ILS Mech. Equip. Eng. (25)
Linda J. Kuttner, Reliability (25)
George B. McCarthy, Optic & Display Equip. Des. (25)
George Smolen Jr., Prog. Contracts (25)
Albert A. Goudis, Config. Data Mgmt. (25)
Frank J. Wood, P. F. & P M/S (30)
Robert L. Blackburn, Proc. Fin. Cntrls. (30)
Leslie E. Garvey, Pric. & Proposals (30)
Marie A. Forte, Invent. Plan & Anal. (30)
Andrew P. Paterno, Gen. Subcontracts (30)
William G. Marson, ILS Prog. Cntrls. Mgt. (30)
Siegbert Brockman, Gen. Acct. (30)
Anthony F. Gawrych, Audit Liaison (30)
John R. Lau, ILS Commod. Cntrl. (35)
Walter C. Link, ILS Resource Cntrl. (35)
Robert E. Olson, Ils Elect. Pack. (35)
John M. Giusto, Illus. & Prod. (39)
Eugene C. Baade, ILS RF/Servo/Elec. TPS Eng. (40)
Willard H. Blaskopf, Est. Resources (40)
Raymond J. Passalacqua, Est. Resources (40)
Andrew Z. Gura, Manufact. Plnng. M/S (43)
Robert J. Dudonis, Methods Eng. A/C (43)
Richard D. Kurz, Insp. Elect. (43)
Carrie L. Miles, Elect. Box & Pan Fab. (44)
Salvatore A. Brucato, Invent. Mgt. (44)
Vincent M. Trabona, Mgmt & Staff (56)
Richard A. Fischetto, Irvine Prog. Mgmt. (71)
Charles J. Nelson, Fin. & P. C. & B (77)
Richard G. Wasenius, Boeing Major Sub-Assy. (77)

retirees

On behalf of our fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who retire in May are:

Dominica M. Alessi (1), William C. Daigneault (35), Charles Evers Jr. (1), Anne G. Johnsen (30), Ralph M. Johannessen (5), Attilio A. LaPorta (40), Vincent Magnussen (20), Albert G. Schleimer (12), Stanley W. Sherman (25), Herbert T. Yanek (1), Peter Busko (20), Gustave F. Distler (20), Francis E. Duffy (18), James L. Vankirk (3), Joseph M. Bongiorno (6), Frank J. Antonucci (43), Joseph H. Boccuzi (2), Anna Dluginski (15), Daisy Rusch (15), Joseph W. Mercado (43), David C. Robertson (2), Samuel S. Koeppel (5), Anthony N. Azzara (40), Edward W. Rath (17), Rose A. Canales (1), Leslie G. Brown (3), Charles V. Webster (40), Harry Horyczun (1), Charles J. Beers (2), Howard Locker (30), Patsy N. Annello (2), Anthony V. Ricciuti (1), Michael V. D'Ambrosio (2), Robert L. Harris (28), Paul Luchynsky (2), Joseph M. Tinto (31), Philomena Vilkaitis (40), William F. Walsh (3)

P. Sachse

F. Bonino

M. Opfer

E. Opinante

L. Hahn

C. Rohrs

R. Melchers

W. Howell

J. Metro

Paul W. Chmielewski, Production (88)
John T. Gelety, Prog. Procure-Trainer Sys. (272)
George R. Pinter, Veh. Des. Proj. Mgt. (272)
Robert A. McNatt, Supplier Cntrl. (289)
James A. Harkness, Supp. Sys. (294)

15

Thomas W. Woods, ILS RF/Servo/Elec TPS Eng. (1)
Richard W. Spalding, ILS Dig. TPS Eng. (1)
Alfred F. Calucci, ILS Resource Cntrl. (1)
Seymour M. Glick, Dig. Tech. (1)
Olev Paul, Weld. Group (2)
Isiah Skinner, Maint-Facil. Equip. & Gen. (2)
Dorothy P. Chrystmos, Adminstration (4)
William J. Cople, FTT Sys. (4)
Edmund G. Hanson, Corp. Instr. Ops. & Projs. (4)
John B. Durfee, Maint-Rearrangement (5)
Karen M. Betschart, Public Affairs (5)
William S. Hounsell, A6/EA6B Join/STR UPD/DA (6)
Seymour Videlock, A6/EA6B Join/STR UPD/DA
Theodore M. Jasinski, A6/EA6B Sys TST (6)
Winifred M. Dempsey, Secretarial Servs. (6)
Frank W. Milordi, Software Sys. Proj. Mgt. (7)
Nora M. O'Neill, M & ME M/S (12)
Francis J. Prokop, Adv. Matl. & Process Dev. (12)
Albert V. Savino, Trans-Ops. (20)
Aaron Norarevian, ILS Tech. Direct. (25)
Jack M. Pedowicz, Computer Des. (25)
Barbara A. Moore, Medical (28)
Damien F. Sagliocca, Arch Eng. (30)
Dorothy A. Amoroso, Matls. Account. (30)
Peter York, Weight Optim & Tech. Devel. (35)
Sima Miluschewa, Avionics Des. M/S (35)
Werner E. Lamberty, Standards (35)
Raymond C. Kelsey, PPO-A6 & EW Prog. (40)
Robert C. Rinsky, ILS RF/Servo/Elec TPS Eng. (40)
Russell G. Schroter, ILS Dig. TPS Eng. (40)
Oliver J. Stifler, Pl. 56 M/S (56)
Wilfrid E. Burelle, Elec. Sub Assy. (77)
James L. Schrewsbury, Elec. Sub Assy. (77)
Robert E. Walters, Stuart Tool Eng. (77)
Lerel Frederick, Stuart Tool Eng. (77)
Doris W. Bolton, Personnel & Admin. (77)
John J. Quinn Jr., Aircraft Avionic Sys. (281)
John R. May, Envir. Cntrl. Des. (289)

Grand opening. *Frank Messina, vice president-Manufacturing, officially opens the new addition to Plant 2 with a snip of the scissors. Called the Plant 2 Annex, this new office extension is now home for Grummanites working in Inventory and PR&A (Production Release and Analysis).*

Fleet runners represent Grumman in LI race

A southerly wind blowing off the ocean slowed them down a bit, but 21 members of the Grumman Running Club completed the annual Long Island Marathon on May 1.

Mike Ritchie ran the 26.2 mile course in three hours, 52 minutes; he finished first in the over-65 age category.

Another first registered by the Grumman Roadrunners was having a Grumman woman complete the marathon. Annette Frisch is the first female member of the club to accomplish that feat. "When I was training for the L.I. marathon, I kept saying to myself, 'This is my first and last marathon,'" recalls Frisch. "But running in the May 1st race was such an experience, I decided to try for the New York City marathon."

Frisch, who completed the course in 3:43, has been running for three years. She kept away from marathons because of the long hours needed for training. Her schedule allowed her to train for this year's marathon.

"After 20 miles, I hit the 'wall' and I was really dragging my feet until the last mile and a half," says Frisch. "I wore my Grumman shirt, and the crowd was really supportive throughout the race. They would yell, 'Hi, Grumman!' and cheer me along."

More from Frisch

Frisch along with fellow members of the Grumman club will conduct a special running clinic for all Grummanites interested in running at the Bethpage High School track next month. The free sessions get underway at 5 p.m. on June 7, 9, 14, and 16. "Each session lasts about one hour," says Frisch, "and we will lead the novice runners through warm-up and warm-down exercises." All attendees should wear appropriate attire.

Other Grumman Roadrunners who completed the L.I. marathon (with their times) were: Ken Cottrell, 2:56; Joe Caldwell, 3:17; John McErlean 3:18; Roy Lockwood, 3:22; John Kogel, 3:26; Odd Sangesland, 3:29; Ron Hill, 3:35; Alan End, 3:36; Al Pope, 3:38; Tom Maier, 3:44; Bob Skirkanich, 3:49; Tom Vollaro, 3:54; Jim Apgar, 4:07; Charles Burke, 4:15; Ken Rathjen, 4:15; Richard Pouder, 4:15; Irwin Solomon, 4:18; Bill Sweeny, 4:24; and Gerry Loughran, 4:26.

Dick Opsahl, the ultra-runner

In the recent Lake Waramug ultramarathon, Grummanite Dick Opsahl passed the 26-mile marathon distance in 3:18. At the 50-mile mark, his time was 6:52 and he was in 24th place. But Dick had yet to make his move. He crossed the finish line of the 100km (62 mile) course in 9:10 — eighth place overall and first in the over-50 age group. Congratulations, Dick!

On the boardwalk. *Grummanite Roy Lockwood of Plant 30 was one of 21 Grumman Running Club members to complete the L.I. Marathon.*

scorecard

Pick of the crop

Harry Zvonik of Plant 24 was the pick of the crop of green-thumbed Grummanites in the first Garden Forum show of 1983.

Zvonik's "Court Lady" tulip was named Best of Show in the May 10 Spring Show, which was held in the Plant 30 cafeteria. The show this year featured two special attractions: a bulb planting demonstration by Grumman retiree (and long-time tulip growing champion) Karl Hagen, and a visit by the Nassau County Cooperative Extension.

There are 11 categories of competition in the Spring Show. The winners this year (listed from first to third, followed by Honorable Mentions and Specials) are:

Single Tulip (Darwin) — Mike Smith (and third) Amy Blackwell, HM — Betty McClean and Mike Smith.

Single Parrot, Fringed, Peony-type and Rembrandt — Harry Zvonik, Bill Petruszewicz, Frank Sadowski, HM — Betty McClean, Spec. — Jo Matters and Dot Kappenberg.

All other varieties — Frank Sadowski, Harry Zvonik, Mike Smith, HM — Amy Blackwell, Spec. — Frank Sadowski.

Novice, all types — Rod Cronin (and second, HM and Spec.), Robin Frenzel.

Arrangements — Cathy Struble (and second), Amy Blackwell, Spec. Karl Hagen.

Tulip collection — Mike Smith, Jack Sanfilippo, Frank Sadowski, Amy Blackwell (HM and Spec.).

Single seasonal (excluding tulips) — Desmond Parker, Amy Blackwell (and Spec.) Joan McGuckin, HM — Joe Gregg (and Spec.) and Dot Kappendberg, Spec. — Cathy Struble.

Seasonal Collection — Amy Blackwell, Frank Sadowski (and HM) Desmond Parker, Spec. — Dot Kappenberg and Robin Frenzel.

Houseplants — Pam Sechrengost, Margaret Mezzacapo, Ed Vasta (and Spec.), HM — Rafael Castro, Spec. — Lucy Giallanza and Tom Comiskey.

Novice houseplants — Tom Comiskey, Joan McGuckin, Leige Mathis, HM — Veronica Hansen, Spec. — Felicia Romano and Jan Anders.

Houseplants/hanging baskets — Ralph Davis, Felicia Romano (and third and HM).

Close contest

The Nassau County Civil Service Employees Association's women's varsity averaged 180 per bowler for four games on the final night of the 40th annual Industrial Tournament for Women to beat the Grumman women's varsity. The Grummanites finished in second place with an 8204 score, 75 pins back of the winners.

Maureen Croes took every tournament individual prize. The Grumman bowler had a high game of 244, an 852 for high series and her pinfall for the tournament amounted to 2269, a 189 average.

The Grumman team posted the second best team series in the tournament, a 2851 for four games.

Grumman's best. *Starring on this year's women's varsity bowling team are (front, L to R): Linda Wolff, Maureen Croes, Jeannie Razzini and Marie Buttacavoli; (back) Recreation's Ellen Drasser, Evelyn Gerdon, Arleen Schwemmer, Pat Ogilvie and Ernestine Colter. (Rita Mathia and Kathy Hasselbach were not present for the photo session.)*

Record roll

Stuart's Jay Morgan just fell into the groove. On March 22, the 20-year old Morgan put together a string of 22 straight strikes, in the process bowling a perfect 300 game at the Fort Pierce Bowl. "I didn't feel at all like bowling tonight." he told a *News Tribune* sports writer after he finished the night with an 837 series — the highest ever bowled in the house. "I sort of just picked myself up and came anyway. I even bowled three practice games to try and loosen myself up and I was just terrible. I felt terrible." His performance was quite another thing.

Morgan led the Stuart varsity bowling team this year to its second Industrial Bowling championship.

Jay Morgan

GRUMMAN plane news

Vol. 42, No. 10, May 27, 1983. Bethpage, N.Y. 11714